WITHIN OUR BORDERS

Ring Rot
Boundary Survey
Nurses' Aide Training Centre
Enrollment at Schools of Agriculture
Forestry Course
Beverley Bridge
Mackenzie Highway
Red Deer Summer School

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The First In Canada

NURSES' AIDES TRAINING CENTRE OPENED

Modern Classrooms Of New Calgary School Provide Valuable Training For Young Girls Wishing To Enter Nursing Profession

Greater facilities for the training of nursing aides are provided by the new Nurses' Aides Training Centre at Calgary, which was opened recently by Hon. A. J. Hooke, Minister of Public Works. The school is the first of its type in Canada.

The school, situated at 1315 16th Ave. N.W., is a two-storey white stucco building constructed in a "L" shape. On the ground floor are the students' lounge, an auditorium for first aid and health and recreation classes, a projection room for meetings and the showing of instructional films and the school's housekeeping department. An examination room, decorated in red and gold, serves as the centre for regular immunization clinics and the other health services of the school. This room is equipped with a refrigerator, autoclave and instrument sterilizer.

On the first floor also is a classroom with chairs for 38 students. Other equipment includes a skeleton and a X-ray viewing box and later a torso with removable parts will be added so students can be helped with their studies in anatomy and physiology. Accommodation for 160 students is provided in a large locker room.

The second floor contains the general office with library and reference facilities, a staff lounge, another 38-student classroom, and the cookery laboratory. The cookery lab, which has space for 20 students, has refrigerators, stoves, sinks, dishwashing facilities, a laundromat drier and storage cupboards.

The space provided for teaching nursing procedures is attractively furnished. Two practice rooms have green chalk boards and tablet arm-chairs at one end and seven beds and a child's cot at the other. Immediately outside the procedure room is a large supply room for linen and extra teaching equipment which is available to both practice rooms.

More than 1,000 nursing aides have been trained to work in hospitals, provincial mental and tuberculosis institutions and in private homes by the School for Nursing Aides.

This school trains approximately 300 nursing aides each year. Providing training for girls who wish to enter the nursing profession but who do not have the qualifications necessary for a course in professional nursing, the course lasts 40 weeks. The first 20 weeks of the course is spent at the school and the remainder in practical work at two hospitals. The hospital part of the training is given by the hospital staff under the supervision of the school.

The training course includes such subjects as nursing ethics, nursing procedures, anatomy and physiology, care of mother and child, child care and development, administration of medicines, common diseases, communicable diseases, bandaging, personal care and hygiene, diet and disease, first aid and health and recreation. When the course is completed, the graduate receives a certificate and the right to wear an approved uniform, cap and pin.

Girls can enrol in the course at five-week intervals. Requirements for admission are a minimum age of 17½ years, good health and a Grade 9 education or its equivalent. Application for admission to the course can be made to the school.

Two classes at the Nurses' Aides' Training Centre at Calgary are shown above. At top an instructor is delivering a lecture on anatomy, while in the bottom photo student nurses' aides are being instructed in nursing procedure.

"Within Our Borders" is a publication designed to acquaint the people of the Province with the administration and services of the Alberta Government.

It is believed the many and varied services of the Government will be effective in the degree they are known and used.

Any material used is for immediate republication. All photographs used are Alberta Government Photographs unless otherwise specified.

Correspondence should be addressed to "Within Our Borders," Legislative Buildings, Edmonton.

Mackenzie Highway Important To Economy Of North

Canada's freshwater fishing industry has gained added importance since the construction of the Mackenzie Highway in 1948. This 384-mile all-weather highway crosses the wilderness of northern Alberta to reach the shores of Great Slave Lake in the Northwest Territories.

Where only limited supplies of trout and whitefish were once shipped out from this great lake by boat, today countless fishing boats sail into the port of Hay River, and unload their catches for shipment down the highway to Grimshaw.

Five Fish Companies

This year's quota from the Great Slave Lake is nine million pounds of fish—four million for the summer catch and five million for this winter. Five fish companies operate in the area and all have a fleet of trucks available for shipments.

Great Slave Lake has been divided into fishing areas and besides the trout and whitefish, small quantities of pickerel and incinnu are taken. Most of the fish are destined for American markets and it is vital that they reach the dinner table as quickly as possible.

When a fishing boat docks, the shipment is quickly unloaded, processed and packed in ice for the southern trip. The large trucks speed down the 384 miles of the highway to the railway at Grimshaw where the fish is loaded on refrigerated cars and rushed to markets in Chicago and New York. In all it usually takes about four days from the time a fish is hauled out of Great Slave Lake until it is plopped into a frying pan in an American kitchen.

Winter Fishing

In winter the fishermen set up cabooses on the ice of the lake. The fish immediately freeze when taken from the chilling waters and later they are picked up by bombardiers—a winter tracked vehicle—and taken to Hay River.

This fast system of handling fish was impossible before the construction of the Mackenzie Highway. Flying the fish out was too expensive and the only other method was by boat from Great Slave Lake, down the Slave and Athabasca Rivers to the railhead at Fort McMurray. Today only one company located at Gros Cap ships part of its supply by this route.

Besides supporting the fishing and farming industries, the Mackenzie Highway has given birth to an important trucking industry. The large trucking lines operate constantly between Grimshaw and Hay River while numerous small concerns freight supplies of lumber, fish, grain and furs.

Bus Service

A bus service was introduced in September of 1950 and operates three times a week in summer and twice in winter. The buses leave Grimshaw in the early evening after connections have been made with bus and train service from Edmonton. They travel all night through the northern wilds and early the following morning come to a stop before the modern hotel in Hay River. The southern trip is repeated the same evening.

The large trucking firms handle just about every commodity imaginable. Automobiles destined for Yellowknife—which has the greatest number of cars in Canada per mile of road—are freighted to the port of Hay River and shipped by boat 100 miles across the Great Slave Lake.

Trucks Load at Grimshaw

Food supplies and clothing for northern missionaries, traders and police posts are loaded at Grimshaw and trucked to boats which will unload the supplies at points along the Mackenzie River. Other trucks haul mining machinery for Port Radium on Great Bear Lake, or Yellowknife district; new equipment for the fishing industry; and building materials for the booming north.

The exploration of lead-zinc mineralization at Pine Point is keeping many other trucks busy hauling lumber, machinery and building materials to the site of the new mining centre. Much of the lumber is obtained from the Metis colony at Paddle Prairie on the Mackenzie Highway while most other equipment is shipped by train to the rail point at Grimshaw.

On the return journey from Hay River to Grimshaw the trucks are seldom empty. As the vast resources of the northern area are tapped, the trucks haul the vital materials on the first lap of the journey to other parts of Canada.

From Hay River, in addition to the tons of fish, many materials from all parts of the Northwest Territories are loaded for shipment south. Then, as the trucks move south through Alberta, more goods are picked up for the trip to the railway.

Fur a Vital Export

For many years, raw furs have been a vital export from the north. Last year saw a great slump in the price of most furs, but there are still truckloads of muskrat, beaver, fox and other furs shipped down the highway. From the Hay River area alone, 8,160

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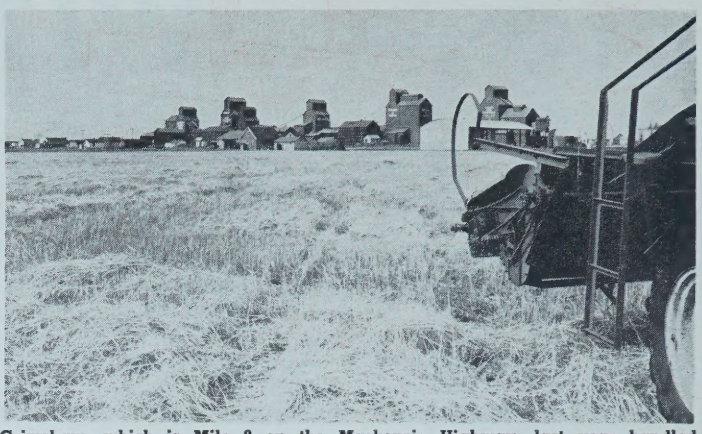
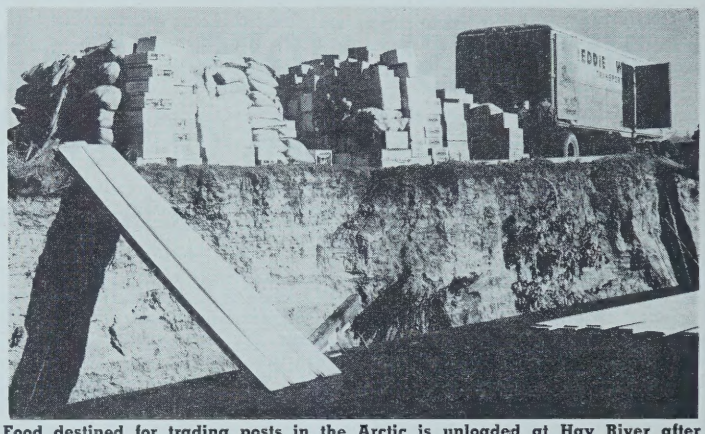


Grimshaw, which is Mile 0 on the Mackenzie Highway, last year handled the largest volume of grain for any town in Alberta. The row of elevators abve accepted more than 1,650,000 bushels of grain for the single season.



Food destined for trading posts in the Arctic is unloaded at Hay River after being freighted north along the Mackenzie Highway. These goods will be loaded on the barge in the foreground and hauled north.

Trading stores once isolated in the north are now on the direct route between Grimshaw and Hay River. This general store at Hotchkiss, Mile 70 on the Mackenzie Highway, can now handle fresh fruits and vegetables for northern farmers.

Most boats on Great Slave Lake and the Mackenzie River use the town of Hay River as their home base. Such large crafts as The Expediter (above) carry tons of freight from the terminus of the Mackenzie Highway to the many trading posts and mining settlements in the north.

Red Deer River System Popular With Anglers

The waters of the Red Deer River Drainage System attracted most sports fishermen in 1950 and 1951, according to a study of sports fishing in Alberta prepared by the Fisheries Branch of the Department of Lands and Forests.

The analysis of the fishing trips of 20,000 Alberta fishermen showed that 3,270 fishing trips were made in the Red Deer River area in 1951 and 3,130 in 1950. Next popular fishing spot in 1951 was the West Bow River-Jumping Pound-Elbow River area which had 2,480 visits. The number of fishing trips made into the East Bow River-Carseland and Sheep-Highwood-Pekisko districts dropped in 1951 due to high and muddy water while fishing in the Waterton-St. Mary's River-Belly River area showed the most significant increase—1,520 trips compared to 905 in 1950.

Although attracting most fishermen, the catch in the Red Deer River area was down substantially in 1951. From a study of ten percent of fishing permits, the Fisheries Branch has found that a total of 127,980 fish were caught in the Red Deer River Drainage in 1950 but only 76,270 in 1951.

The total catch per square mile during 1951 was greatest in the Upper Oldman River-Castle-Crowsnest area. Last year the average catch was 48.4 fish, compared with 34.6 in the Red Deer Drainage or the lowest catch of 4.9 fish per square mile in the Upper McLeod River.

Fishermen consistently caught the most fish during 1951 in the Upper Oldman River Drainage area. The average catch per angler there was 32.3 while the average catch in the Upper McLeod which had reached a high of 38.4 in 1950 dropped to 22 in 1951. Poorest catch in 1951 was in the East Bow River-Carseland district where the average angler caught only about seven fish. ●

Forestry Officers Attend Course

Practical training of Alberta forestry officers is being stressed at the second annual forestry training school now underway at Kananaskis Forest Experimental Station.

A total of 20 forestry officers from all parts of the Province are attending regular classes and outdoor training from Oct. 1 to Dec. 15 to gain a better knowledge of forest protection and conservation. This year's course has eliminated much of the technical training and is concentrating on the practical aspects of forestry.

Included in the course is forest measurement, mapping, fire protection, logging operations, motor mechanics, and other forestry subjects. The school is operated by the Forests Division of the Alberta Department of Lands and Forests, while assistance for the lectures is provided by the Alberta and Federal Forest Services; Eastern Rocky Mountain Forest Conservation Board; Federal Department of Agriculture; and the University of Alberta. ●

Calgary Potatoes Free Of Disease

Calgary has become the first district in Alberta to be freed of potato ring rot since infected areas were established more than 15 years ago.

No cases of the potato disease were discovered in the Calgary area this year, while only five acres with ring rot were found in 1,100 acres inspected in the Brooks area. Edmonton district has also shown an improvement.

Lethbridge is the only area which did not record a decrease of diseased potatoes. Although fewer of the heavily infested fields were found, there were more containing slight traces of the ring rot. This was caused by the shortage of good seed potatoes and the use of inferior stock.

Regular inspections for the disease made annually by the Department of Agriculture during the past 15 years have succeeded in reducing the incidence of ring rot from 40 percent of inspected farms to a low of six percent in 1952. ●

MACKENZIE HIGHWAY

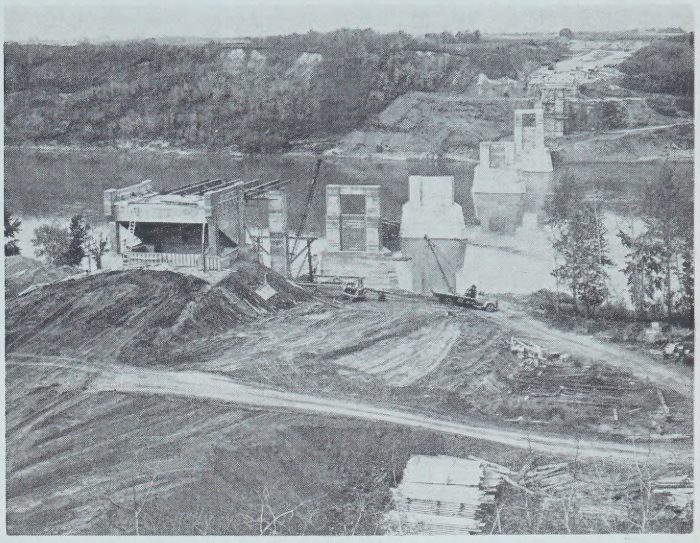
(CONTINUED FROM PAGE TWO)

muskrat, 326 beaver, 33 squirrel and 22 mink, weasel, martin, otter and fox furs were collected within a four-month period this year.

Larger volumes of the same types of furs also are collected at points along the Mackenzie River, such as Aklavik, Fort McPherson, Good Hope, Simpson, Norman and Resolution. All furs from these points are shipped by boat to Hay River; then loaded on trucks for shipment "out." Along the highway, furs also are collected at such points as Indian Cabins, Upper Hay River Post, Paddle Prairie and Keg River.

Because of the long trip through unsettled wilderness, none of the valuable minerals taken in the Northwest Territories are shipped out via the Mackenzie Highway. All gold and uranium shipments are made by air, although machinery and new equipment is freighted north to the mining settlements. ●

The Changing Face Of Alberta



Steel work is well advanced on the new Alberta Government bridge at Beverley, on Edmonton's eastern outskirts. The bridge, when completed next June, will be 1,100 feet long. About ninety feet above the level of the North Saskatchewan River, the Beverley bridge will consist of a level cement slab on top with an underslung steel framework.

97 Percent Of Students Pass At Second Red Deer Summer School

Only three percent of the students attending the Department of Education's Grade 12 summer session at the Red Deer Composite High School this year failed to pass the supplemental examinations.

Of the 165 students registered for the course, 97 percent were awarded a "C" or better standing. This is an increase over last year's 94 percent total. Students attaining a "B" or better standing totalled 81 percent as compared with 76 percent in the summer of 1951.

In its second season of operation, the Red Deer Summer School, held from July 7 to August 15, offered instruction in Grade 12 English, Social Studies, Algebra, Trigonometry, Analytical Geometry, Physics, Chemistry, Biology and French. Registrations for a single subject totalled 101, while 64 students took two subjects. Of the total, 50 were teachers seeking to raise their academic standings, and 115 were students who were unable to meet the requirements for either a high school diploma or matriculation standing.

Both students and resident teachers were housed in the Red Deer School Division dormitories during the six weeks' course. Instruction was given in the mornings and students were required to do at least one hour of supervised study daily for each subject. The school library was open until 10 p.m. for students' convenience. In addition, the teachers gave much of their own time in special instruction for pupils who requested it.

This summer course was introduced last year by the Department of Education in an attempt to help those students who were short of credits for their high school standing, or failed to meet the necessary academic requirements. Intensive review, pre-sesson assignments, and instruction by nine expert teachers aided summer school students in obtaining their credits without spending another full school year in doing so.

The results at the school this year were a distinct improvement over those of last year. With such encouraging development, it is expected that the Department of Education will again operate the Grade 12 Summer School at Red Deer in 1953. ●

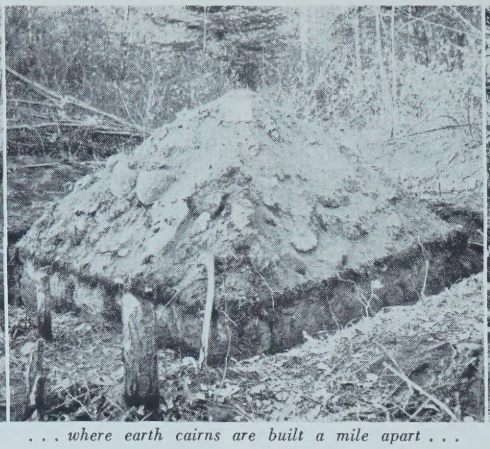
Enrollment At Agricultural Schools Shows Ten Percent Increase This Year

Total enrollment at the three schools of agriculture and home economics in Alberta for the 1952-53 term is 416 students, an increase of almost 10 percent over last year.

The Fairview school, with a total of 90 students, showed the greatest increase of the three schools. During the last term, which was the first year of operation for the Peace River district school, there was an enrollment of 51 students.

The Olds and Vermilion schools showed a slight increase in the number of agriculture students, while a decrease was recorded among the home economics classes. ●

. . . Trees are cut down to clear a survey line . . .



. . . where earth cairns are built a mile apart . . .

. . . to mark the boundary through the wilderness.

Boundary Surveys Continue Despite Severe Hardships

Two surveying crews will set out late this month to complete all but 60 miles of Alberta's northern boundaries adjoining British Columbia and the Northwest Territories.

As in past seasons, the crews will be cut off from civilization for the winter months, except for the regular air drops of food and other necessities. During the last few years there have been both summer and winter crews in the northern field and all have suffered severe hardships in the wilds of swampy spruce and tamarack country. During the summer, crews fight muskegs, forest fires, mosquitoes and numerous other hazards to cut a survey line for Alberta's boundary. The winter offers sub-zero temperatures, deep snows and cold winds.

All parties keep daily records of their progress, and a typical summer crew may casually mention many difficulties. Just a few of the troubles recorded by one crew from June to August are typical. "Mosquitoes very fierce. Country ahead descends to flat swampy tamarack country. Several men sick today, believe due to stagnant water at camp. Found supplies partly destroyed by bear. Trouble with horses bogging in soft ground along line."

Another record from Sept. 9 to Oct. 2 gives mute testimony of the worries and difficulties the Alberta-British Columbia boundary crew encountered.

Sept. 9—large fire menacing from south-east and east—considerable discussion about it.

Sept. 10—Fire seems closer but there is no certainty. Estimated distance from five miles up. Cannot get successful cut on it due to its size.

Sept. 23—By evening fire very menacing. If wind changes to east we will almost certainly be caught.

Sept. 24—Somewhat clearer but fires around booming. Waiting for plane. Food getting pretty low.

Sept. 25—Very smoky all day—dense fog of smoke and no hope of aircraft. Used last of flour at breakfast, bacon also. Food situation very bad.

Sept. 26—Used last of beans at noon. Boys hunting rabbits and chicken—eked out with this and macaroni at supper time. One man ate sea gull.

Sept. 27—Now living on rabbit, chicken and rice.

Oct. 1—Practically starvation diet now—chickens and ducks all shot.

Oct. 2—Aircraft arrived at noon. Rest of day spent in getting settled and rounding up mail.

The two crews in the field this winter will not likely have any difficulties with fires or swamps, but will have to combat below-zero temperatures, storms and snow. Some of these were recorded by last year's winter crews.

"Cold day, 40 below to 50 below zero, clear. G. Unrah, who was taking hay to Camp Two with dog team, came back stayed night in bush; unable to locate camp. No hay in camp, horses being tethered out. Mare shot because of inability of injured foot to heal. No plane. Needed badly."

This year's Alberta-British Columbia party will be headed by George Paulsen of Ottawa. They will travel the northern wilderness by dog teams to complete the remaining 45 miles of the boundary from Petitot River to the north-west corner of Alberta. This crew will use winter tent camps and receive supplies by aeroplane.

The Alberta-Northwest Territories party will be headed by C. B. C. Donnelly of Ottawa and plans to complete the 66-mile portion of the boundary from a point 70 miles east of the Mackenzie Highway to the old Fort Smith boundary line. This crew will use horse and sleigh teams and will also receive supplies from the air.

When the winter program has been completed, the only unsurveyed portion of the Alberta boundary will be a 60-mile stretch from Slave River to the north-east corner of the Province. Most northern areas are surveyed during the winter because of the large swamps and muskeg. However, the north-east corner of Alberta is a more rugged terrain covered with large rocks and dotted with many lakes. This area will likely be surveyed during the summer of 1953 with the assistance of canoes and air drops. ●

To Teachers Using Within Our Borders In Schools and Classrooms

This issue of Within Our Borders is being sent to the principal or teacher in charge of each school in Alberta. Realizing the extensive use being made of Within Our Borders in classrooms, we would appreciate these teachers letting us know the MINIMUM number of copies of each issue of the bi-monthly publication they require for classroom use. Since our mailing list must be kept at a reasonable figure, we are requesting that no school pupils write us directly for Within Our Borders, but ask their teacher to order a few copies for classroom use. ●

Supply is the key problem in the survival and efficient operation of the boundary survey teams which enter the wilderness each winter and summer. Airdrops of food and other supplies are frequent as this photo shows.

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